

# TONOPAH DAILY BONANZA

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W. W. BOOTH, EDITOR AND MANAGER

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## POLITICAL REWARDS

Wilson administration to prate of saving taxpayers money when in this age of efficiency and economy it is hardly becoming to the it is known that the loss to the American navy for the year ended was the greatest in the history of the nation in peace times. Over eleven million dollars worth of warships were lost by wrecking. This comes from trusting public property to a lot of political chairwarmers who have no idea of the duties they essay. This policy is still further exemplified by the recent promotion of a lot of officers to the rank of vice admirals. The list included a man whose chief qualification was acting as medical adviser to the president's household and who is described by one of the eastern papers as a "shawl strap" valet to Wilson. It is no wonder that such appointments are repugnant to every sense of decency and calculated to impair public confidence in the administration. As an exhibition of personal preference the promotion of Dr. Grayson has never been equalled and the justice of the Republican minority, supplemented by the antagonism of many Democrats, is fully warranted by the conditions reported from Washington. The appointment was made over the heads of a hundred more competent and tried officers who have devoted their lives to building up and developing the United States navy, and the general sentiment of the nation is opposed to such demonstration of the influence of the kitchen cabinet in national affairs.

It must be recalled that the Wilson administration has been one of the chief instruments operating against restoration of the American merchant marine. Not satisfied with handicapping our navy with clerks for admirals, Wilson is apparently intent on carrying his destructive policy into the merchant service by nominating John A. Donald as member of the new shipping board. Donald is a Scotchman owning a line of steamships every vessel of which flies the British flag to escape the shipping laws of the United States. Donald not only started his fleet under the British flag, despite his long residence in the United States, but kept it under that flag even when at the beginning of the war the United States opened its registry to every one and an enormous tonnage which had previously flown a foreign flag elected to obey the American laws. One of the American laws is the seaman's act, which provides better living conditions than are generally provided, insists on protection of crew and passengers, and establishes qualifications for service which necessitate employing high class seafaring men rather than Chinese coolies and Lascars. Up to the present time no one has found out who is responsible for suggesting Donald's name to the president, but there is well defined rumor to the effect that it came from Son-in-law McAdoo, secretary of the treasury, who is a stockholder in the Donald Steamship company to the extent of \$10,000. It will be remembered that Mr. Wilson was first to reject the Democratic plank pledging the party to free tolls for American ships using the Panama canal. In the same connection it is not invidious to also call attention to the fact that President Wilson was the first president of the United States to sanction a contract for munitions of war for our navy when it was awarded to a British steel master. In face of these statements it is difficult to understand how the administration expects to build up an American navy whose undermanned ships are strewn along the Atlantic and Pacific coast beaches where they stand as monuments to the folly of spending half a billion dollars on a new navy without making any provision for crews to take the vessels to sea in safety.

## HOW MONEY IS SQUANDERED

THE new board of county commissioners is confronted by the problem of how to provide for demands for more room at the county hospital. Never have there been so many calls for admission to this institution. The ravages of pneumonia incidental to extreme cold weather has filled every ward and room with patients while others are clamoring for attention. Many of these people deserve the most earnest consideration for they are of the working class that has done so much to build and develop the county, and it is pitiful that they should be turned away at a time when they have no place to turn. Had the preceding board acted wisely the county would at present be in possession of one of the finest hospitals in the state, and that without incurring a fraction of the expense levied for trying to remodel an old rookery that medical authorities should have condemned as unfit for human habitation. The county commissioners were urged by the Bonanza to buy the old high school, which, with a new heating plant, would have made an ideal hospital, remote from traffic and the dust of the main traveled roads, in a slightly location, bathed in perpetual sunlight and constantly disinfected by the breezes of Nature which billow up from the San Antonio valley in oxygenized waves that would contribute sensibly to convalescence of patients. The cost would have been comparatively small, for the chief investment, representing transfer of the property, would have resolved itself into a simple matter of bookkeeping. The money paid by the county would have gone into the school funds and the school trustees would have been relieved from the necessity of levying a special tax to meet the expenses of the year. The old board of county commissioners could not see the proposition in that light and therefore inflicted on taxpayers in the Tonopah school district a double taxation. In the first place, taxes had to be raised to defray the cost of remodeling the old county hospital and installing a steam plant, and, secondly, the school trustees, failing to realize on the old high school, were constrained to ask for a special levy. Business methods would have saved the taxpayers of this district over \$35,000, all of which must come out of the levy of this year.

## TRUCKLING FOR VOTES

THE situation of the railroad brotherhoods, as it seems developing, is almost as discreditable as last August. Mr. Wilson, when he was negotiating for a surrender, at that time brought forward the compensatory proposal now under consideration. The county was solemnly told that the situation then presented "must never occur again." To prevent its occurrence Mr. Wilson suggested legislation prohibiting walkouts or lockouts without notice to the public and opportunity for investigation, a proposal based on Canadian law. A bill to that effect is one that Washington correspondents report is showing very little vitality. It is in danger of sleeping the sleep of death. So striking a change since last August is easily explained. The position of the unions in the midst of a campaign was considerably stronger than it is now. Also, then it

was a question of legislation in favor of the men. Now it is a question of avoiding legislation in favor of the public. By making threats at this juncture legislation to avoid or mitigate the strike peril would become more popular and even spineless congressmen afraid of the labor vote might be braced to stand up.

The only advice the Bonanza has to give the new legislature at Carson City is to look out that the Democratic machine does not slip one over so that after adjournment it is discovered that the legislature was bamboozled into building up a first class political machine for the men who want to remain in power. Again it may be remarked that the slogan for the next election must be "Clean out the Capitol."

Peace gets a rude jolt with the announcement that British ammunition factories are turning out daily more munitions than they turned out the entire first year of the war.

The forest reserve is about as popular with the stockmen as it is with the prospector.

## REPORT OF THE MINE INSPECTOR ON MINE CONDITIONS IN NEVADA

The biennial report of A. J. Stinson, state inspector of mines, contains some valuable information that will be read with interest by the miners of the Tonopah district. Under the head of "Safety in Mines," Inspector Stinson says:

"Not only as a result of the safety laws, but also through the desire and efforts on the part of the mining operators to provide safety appliances, have the general safety conditions been raised to a higher plane. No longer is it necessary for a miner to be compelled to work in an unsafe place if he protests and calls the matter to the attention of the authorities. The law protects the miner in the matter of such protests in that complaints of this character must be confidential, especially as relates to the divulging of the name of the party so complaining."

"In a state with an area as large as that of Nevada, with mines in every county, scattered over an area of 110,000 square miles, it is apparent that the miles upon miles of underground workings cannot be examined as often as desired with but one deputy to aid and with development work progressing continuously. Hence we welcome the receipt of letters from miners calling attention to those portions of mines which they believe unsafe and in which they are required to work, or through which they are required to pass. The object of the law should be kept in mind—to wit, the protection of the life and limb of the miner. Thus by a spirit of co-operation on the part of the miners and operators conditions can be improved. The matter of advising the inspector of unsafe conditions should be looked upon as one in the light of giving helpful suggestions, rather than one of antagonism toward the owner which is to be met with retaliatory measures on the part of the employer, for who is in a better position to detect details than the miner who passes through the mine to and from his work each day?"

"The miners can lend immeasurable aid to the inspector and owners by such co-operation with the ultimate

result that their own safety will be secured. The judgment of a person experienced miner regarding the condition of heavy or caving ground is usually sound and is worth careful consideration."

"As I have already stated, the number of men employed in the mining industry at present is the largest in the history of the state, so also, relatively speaking, is the liability of accident greater. As a rule, when any industrial plant is working under forced draft the percentage of liability to accident is increased in greater proportion relatively as regards the number of men employed. The reason for this is at once apparent. It is true as regards the number of breakdowns of machinery working under an overload. Thus we might expect a greater number of accidents, both avoidable and unavoidable, when our mines are being worked to their ultimate capacity."

"Statistics of fatal accidents in Nevada mines are not available for any great length of time. The following table indicates the available statistics:

*April 1 to Nov. 30, 1909	22
*Nov. 30, 1909, to Nov. 30, 1910	19
*Nov. 30, 1910, to Nov. 30, 1911	47
*Nov. 30, 1911, to Nov. 30, 1912	39
*Nov. 30, 1912, to Nov. 30, 1913	24
*Nov. 30, 1913, to Nov. 30, 1914	22
*Nov. 30, 1914, to Nov. 30, 1915	18
*Nov. 30, 1915, to Nov. 30, 1916	29
*Underground only.	

### The Height of Trees.

When one is out for a walk it is a very common thing to wish to know the height of a particular tree which happens to catch the eye. When the sun is shining it is possible accurately to measure the height of the tree from the shadow it casts on the ground. In order to do so a stick must be set upright in the ground so that its shadow falls beside the shadow of the tree. Then, as the length of the stick's shadow to the stick's height, so is the length of the tree's shadow to the tree's height. For example, suppose a two and a half foot stick shows a shadow three feet long and the tree's shadow is eighteen feet long. Therefore the tree is six times as high as the stick, which shows that the height of the tree will be fifteen feet.

## IMPORTANT NOTICE TO SECRETARIES

Your attention is called to the following extract from the Nevada Statutes: Chapter CVIII, Nevada Statutes, 1901. Amended Statute, 1913, Chapter 194: Section 1. All foreign corporations doing business in the State of Nevada shall, not later than the month of March in each year, beginning in the year 1914, publish a statement of their last year's business in some newspaper published in the State of Nevada. If published in a daily newspaper, such statement shall be published for a period of one week, or if published in a semi-weekly or tri-weekly newspaper, for a period of two weeks; or if published in a weekly newspaper for a period of four weeks.

The penalty for not complying with the above law is a fine of \$100 for each month that the published statement remains unfilled with the several assessors of the state.

Kindly fill out the attached blank and mail to the "TONOPAH BONANZA PRINTING COMPANY, Tonopah, Nevada." We make a nominal charge of \$10.00 for publication, which includes the filing of a sworn affidavit of publication with each of the assessors of the sixteen counties of the state.

TONOPAH BONANZA PRINTING COMPANY, Tonopah, Nevada.

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## ANNUAL STATEMENT

OF THE

Company

for the year ending December 31, 1916.

Location of mine \_\_\_\_\_ Mining District \_\_\_\_\_  
 County of \_\_\_\_\_ State of Nevada \_\_\_\_\_

### DEBIT

December 31, 1915, to cash on hand	\$
To assessments collected during 1916	\$
To amount received from other sources	\$
<b>CREDIT</b>	
Mine expense in year 1916	\$
General expense in year 1916	\$
Paid dividends in year 1916	\$
Balance on hand December 31, 1916	\$

Secretary.

(Sign name very plainly)

Address \_\_\_\_\_

Fill out and return this form with a remittance of \$9.00 and all details as required by law will be attended to.

## Tonopah Daily Bonanza

Make all checks payable to the Tonopah Bonanza Printing Company, Tonopah, Nevada.

A side issue of more than usual interest in the Vanderbilt Cup Race, Santa Monica, Cal., Nov. 16th, was the battle of The Tires. Both Goodrich and Goodyear were out to win, and much emphasis was placed upon the standing of the contestants in the championship table. While Aitken in the early stages of the race was leading, it looked very much as if Goodyear would score; but Resta, who was the backbone of the Goodrich offense, soon made his presence felt, and when he assumed the lead there was much animation apparent in the Goodrich camp. Later, when it developed that the four leading cars were equipped with Goodrich Tires, telegrams were flashed to every section of the country announcing the victory, which again places the Goodrich in the van for 1916 championship honor. Every car that finished carried Bosch equipment, the majority of them having Bosch spark plugs in addition to magnitos of the same make.

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